

# AIRPORT NEWS FROM THE LAST FRONTIER



**FAA ALASKAN REGION**

**AIRPORTS DIVISION**

**FY 2001**

**ISSUE 1**

## **Message from the Acting Division Manager, Barbara J. Johnson..**

Greetings! There is much good news to share, particularly concerning our AIP grant program. Congress appropriated a \$3.2 billion-dollar AIP, resulting in an increase of 55% over last year's overall funding level. We have an expected AIP investment of over \$140,000,000 in fiscal year 2001. And, we have good projects to capture every penny!

Additional good news includes a planned FAA/State DOT&PF Airports Conference in May 2001, which will be brought to Fairbanks, Juneau and Anchorage over a 6 day period, 2 days in each location. Tentative topics and dates can be found within this edition of **Alaska Airports News**.

The year 2000 brought many achievements, including the completion of all required runway safety area practicability studies, an inventory of 10% of our airports for GPS preparedness, complete funding of all ready projects with the exception of some equipment, publication of the 2000 Regional Airports Plan, and *exceedence* of our collective goal to close 90% of all projects 1996 and older. Yes, we issued more grants with more funds and closed more projects than ever before within the history of AIP in Alaska.

Notable projects in 2000 include the successful reinternment of 147 bodies to

over 60 villages in order to clear a significant concrete obstruction from the Sitka Airport Runway Safety Area, the start of the Environmental Impact Statement for the Juneau Airport Runway Safety Area and other airport improvements, the McGrath runway rehabilitation, and our first runway maintenance grant program. Many more projects were undertaken, each an important contribution toward a safe and efficient airport system.

Yes, there is a lot of good news, please share it with others, collectively, we make a difference!



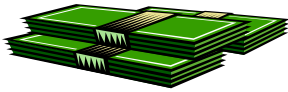
## **IN THIS ISSUE.....**

- Message from the Manager
- Dollars and Sense
- Airports Workshop
- 106 Clearance Required
- Personnel News
- RSA Reminder
- Regional Airports Plan
- Equipment, Equipment, Equipment
- Reduce Runway Incursions
- Closeouts
- Programming and Grant Requirement Process
- Force Account Construction
- Enplanements

### The Mission of the Alaska Airports Division is to:

- Provide our customers with guidance and leadership in the planning, development, and operation of the airport system in Alaska.
- Enable air transportation services to be delivered in a safe and efficient manner, incorporating community and environment needs.

## Dollars and \$ense



*Article Submitted by: Debbie Roth*

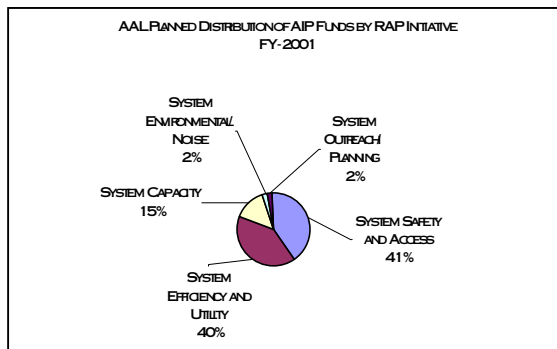
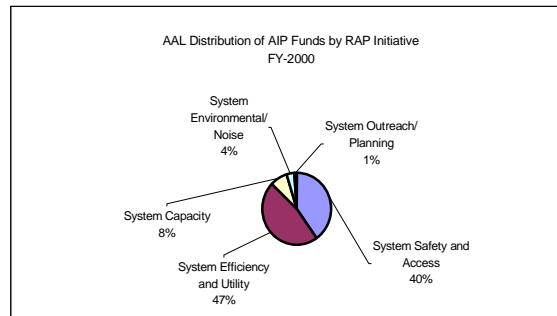
### FY-2000

This past year the Alaskan Region Airports Division issued \$88.3 million in Airport Improvement Program Grants. We gained another new sponsor this year, the Native Village of Kwigillingok. The Alaskan Region is now working with 17 individual sponsors along with the State of Alaska.

Last year the Airports Division published the Regional Airports Plan (RAP). This plan focuses on a series of initiatives that support our mission to improve the safety, security, and efficiency of the airport system in Alaska in manner compatible with the environment.

Over half of the AIP funding received in FY 2000 was applied to general aviation and small commercial service airports, this included 44 percent of the discretionary funding. The emphasis of this funding was access for remote locations; improving runway lengths, safety areas. The Alaskan Region has over 40% of the commercial service airports in the nation.

The following charts illustrate the overall distribution of funds by RAP Initiative for FY-2000 and the planned program for FY-2001. The following table provides further breakdown of the initiatives.



### FY-2000 Distribution

<b>❖ System Safety &amp; Access</b>	
Safe access to rural Communities	18%
Aircraft firefighting/rwy incursions	5%
Snow removal equipment/buildings	4%
Mix of operations	3%
Wildlife hazards	<1%
Safety areas	6%
Lighting/signage	6%
<b>❖ System Efficiency &amp; Utility</b>	
Runway Surface Conditions	28%
Runway Length	6%
Rehabilitation of other surfaces	14%
Runway Approaches	<1%
<b>❖ System Capacity</b>	
National Capacity	0%
Regional Capacity	8%
<b>❖ System Environmental/Noise</b>	
Noise	1%
Environmental	2%
<b>❖ System Outreach/Planning</b>	
	1%



### FY-2001 Planned Distribution

#### ❖ System Safety & Access

Safe access to rural Communities	17%
Aircraft firefighting/rwy incursions	3%
Snow removal equipment/buildings	9%
Mix of operations	3%
Wildlife hazards	<1%
Safety areas	7%
Lighting/signage	<1%
Intermodal	1%

#### ❖ System Efficiency & Utility

Runway Surface Conditions	12%
Runway Length	8%
Rehabilitation of other surfaces	10%
Runway Approaches	10%

#### ❖ System Capacity

National Capacity	9%
Regional Capacity	6%

#### ❖ System Environmental/Noise

Noise	2%
Environmental	<1%

#### ❖ System Outreach/Planning

	2%
--	----

### FY-2001

There have been a few changes with the passage of AIR-21 for the new year that will effect how we do business and put some different challenges out there for us. One thing you can say about the AIP appropriations is it is never dull! The AIP program was appropriated at the \$3.2 billion dollar level for FY-2001. Below are some of the changes and the effect on the Alaskan Region.

- Cargo Entitlements – 3 percent of total AIP with the cap removed totaled \$8.6 for the Alaskan Region, almost doubling entitlements for Anchorage and Fairbanks International Airports from FY-2000.
- Alaska Supplemental Apportionment

doubled to total \$21.1 million

- Primary Entitlements doubled for those locations receiving more than minimum enplanements from \$500,000 to \$1.0 million per airport, totaling \$40.5 million in the Alaskan Region.
- State Apportionment increased to 20 percent of AIP, which includes new entitlement (Non Primary Entitlement). The Alaskan Region received \$28.9 million under pure State Apportionment funding and \$11.1 million under the new non-primary entitlement. The new non primary entitlement is based on the following:
  - Total funds assigned to general aviation and non primary commercial service airports in the 1998 published National Plan of Integrated Airport Systems (NPIAS)
  - Funds must be spent on AIP eligible projects at the specified airport listed in the published (NPIAS).
  - Non-primary airports receive either 1/5 of funds assigned in NPIAS or \$150,000, whichever is less.

The total entitlement program for the Alaskan Region increased from \$66.4 million in FY-2000 to \$110.2 million in FY-2001. With the addition of projected discretionary dollars, this represents nearly a 55% overall increase in funding from FY-2000 to FY-2001. This is our highest funding level in the history of the Airport Improvement Program in Alaska! This is a tremendous opportunity to increase investment in our airport system. The success of that investment will be a safe, efficient, and compatible airport system. Success is dependent upon a strong federal, state, local, and industry partnership in project identification, prioritization, and preparation. We are



committed to a successful investment in our airport system.

### **Passenger Facility Charge (PFC)**

There are changes within the PFC program for FY-2001. Including the opportunity to collect at a rate of \$4.50 per enplanement in lieu of \$3.00. Updated PFC legislation along with new application forms, audit requirements and general information is available through our website at <http://www.alaska.faa.gov/airports/>. Select Passenger Facility Charge once you get to the airport menu.

The City and Borough of Juneau has submitted the first application in Alaska requesting the new collection level. We currently have three other locations collecting PFCs in the Alaskan Region; they are Ketchikan International Airport, Fairbanks International Airport and Anchorage International Airport.

Although there are over 316 locations currently collecting PFCs nationally it is a relatively new program in Alaska.

***If you have any questions regarding this article, please contact Debbie Roth, Airports Program Specialist, at (907) 271-5443.***



## **AIRPORT WORKSHOPS**

***Article Submitted by: David S. Stelling***

The FAA Alaskan Region Airports Division and the State of Alaska

Department of Transportation and Public Facilities (DOT&PF) are proposing to conduct a series of workshops in Anchorage, Fairbanks, and Juneau in May 2001, to discuss a variety of airport planning, design, and construction topics.

### **We have tentatively scheduled workshops on the following dates and locations:**

- ◆ **May 9 and 10, 2001 - Fairbanks**
- ◆ **May 14 and 15, 2001 - Anchorage**
- ◆ **May 16 and 17, 2001 - Juneau**

The FAA planner and engineer responsible for each DOT&PF Region, the FAA Program Specialist, 5010 Specialist, and Branch Managers, DOT&PF personnel, local airport sponsors and the private sector will be in attendance. Individual presentations and panel discussions with the DOT&PF and our non-state sponsor's are proposed.

### **Tentative topics include:**

- ❖ Airport Layout Plans (ALPs) Revisions and Updates
- ❖ Airport Master Record/5010 Program
- ❖ Runway Safety Area Practicability Studies
- ❖ Environmental Issues
- ❖ Design Coordination and Project Procedures
- ❖ Airport Capital Improvement Program (ACIP)
- ❖ Satellite Imagery
- ❖ Regional Airports Plan (RAP)
- ❖ Construction Management Programs
- ❖ Specification Modifications
- ❖ Construction Reporting
- ❖ Project Closeouts
- ❖ Airport Systems Planning



**Also informational presentations on the following topics:**

- ❖ The Capstone Program
- ❖ DOT&PF Airport Project Evaluation Board (APEB)
- ❖ Airport Information Management System (AIMS)

The final agenda for the workshops will be posted on our website at <http://www.alaska.faa.gov/airports> in early March 2001. If you have any questions concerning the workshops please contact the Alaskan Region Airports Division at 907-271-5438.

**106 Clearance Required for  
Material Sites**

**Article Submitted by: Patti Sullivan**

Construction contract documents for all AIP and PFC funded projects must include provisions requiring contractors to obtain materials from material sites that have obtained clearance under section 106 of the National Historic Preservation Act, from the State Historic Preservation Office (SHPO). Where possible, the scope of services for newly initiated environmental assessments should include the requirement for the 106 coordination and clearance for at least one material site. The construction contracts should advise the construction contractor that if the planned material site(s) do not have SHPO clearance, coordination to obtain clearance should commence soon after issuance of the notice to proceed. The construction contract documents must inform the contractor that archeological and other cultural resource surveys, meeting the Secretary of Interior's Standards and

National Register Guidelines, may be required to obtain SHPO clearance.

***For more information on this article, please contact Patti Sullivan, Anchorage Area Planner, at (907) 271-5454.***



**Personnel News**



***Ronnie V. Simpson***, Airports Division Manager has transferred to Airports Division Honolulu District Office. Mahalo Ron!

***Laurie Suttmeier***, Airports Safety/ Compliance Officer has been reassigned permanently to Planning and Programming Branch as an Airports Program Specialist. Congratulations Laurie!

***Janet Victory***, Airports Program Specialist, has been reassigned permanently to Safety and Standards Branch as a Program Analyst. Congratulations Janet!

**RSA Reminder.....**

**Article Submitted by: James Lomen**

As we start preparing for another busy and crazy construction season next summer we are also starting work on the planning efforts for the summer of 2002. With the anticipated increase of AIP funding coming to our Alaskan Sponsors we will have the opportunity to address a great number of airports that have less than adequate runway surfaces (reference the Alaskan Region Airports Division's Fall 2000 Regional Airports Plan). As the plans are developed to rehab these runways it is



important that we all remember that whenever runway work is performed the runway safety area (RSA) surrounding that runway must also be brought up to standards. If the Sponsor does not believe that it is possible to meet the full standard for an RSA the Sponsor will need to develop a proposal for RSA development that they believe is practicable. This proposal will be submitted to the Alaskan Region Airports Division so that a FAA Runway Safety Area Practicability Determination can be made. This Determination is extremely important as it represents the preferred alternative that is documented during the environmental process. Before starting a Sponsor developed RSA proposal please contact your FAA Airport planner to discuss the information that needs to be provided to allow FAA to make it's RSA Practicability Determination. No runway development work can be funded if a non-standard RSA exists around a runway, and FAA has not completed a Practicability Determination.

***If you have any questions please contact Jim Lomen at (907) 271-5816 or your FAA Airport Planner.***



## Regional Airports Plan 2000

***Article Submitted by: Barbara Johnson***

Although it took until the last minutes of the year 2000 to complete, it has been well worth the wait. The year 2000

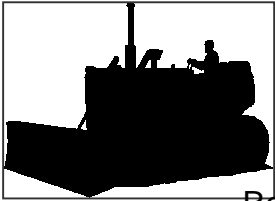
Regional Airports Plan (RAP) is full of as much information, opportunity, and promise as the year 2000 itself! This second edition of the RAP is available on our website at <http://www.alaska.faa.gov/airports/> and also on CDROM if requested. A special thanks is extended to our Southeast Region Planner and State System Plan expert Jim Lomen for his tremendous efforts. We have only published a very few hard copy versions due to the expense.

This year's RAP has been enhanced over our very popular 1999 model by fantastic GIS maps of the airport system prepared by Angela Parsons of the State of Alaska Department of Transportation and Public Facilities (DOT&PF). The RAP details a series of initiatives to improve the safety, capacity, and efficiency of our airport system. The initiatives have been distilled from a variety of sources including interviews with the aviation community the State of Alaska DOT&PF, provisions in grant-in-aid legislation, the FAA strategic plan, FAA airport standards, conditions unique to the Alaskan Region, and our collective experience with airport planning and development. The RAP contains extensive information on trends within the Region, airport system data - including airport facility numbers, types, and conditions. The RAP includes a great summary of the financial status of airport development within the Region. The RAP Appendices include everything from medivac hospital points to the PENAIR risk assessments, to the Cert checklist for Driver Training. Check it out; allow yourself to be impressed!



## Equipment! Equipment! Equipment!

**Article Submitted by: Krisjon Tabisola**

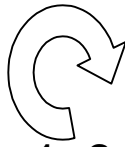


We are planning to issue a number of equipment grants this year in the Alaskan Region. In order to be eligible for an Airport Improvement Program (AIP) equipment grant, a justification for the proposed equipment is necessary.

Eligibility for Snow Removal Equipment (SRE) is limited to the minimum level of equipment necessary, unless additional equipment can be justified (e.g. at some airports, the volume of traffic may require that more than one runway be kept open). Airports Division personnel will decide on a case-by-case basis the validity of the justification. Typical snow removal and ice control equipment consists of: motor graders; sanding trucks; de-icing chemical trucks; front end loaders; towed brooms; snow blowers and rollover plow trucks. At rural airports, a small bulldozer is often more practical than other pieces of snow removal equipment due to the limited snow hauling ability at that airport.

The number of eligible Aircraft Rescue and Firefighting (ARFF) vehicles is determined by the current ARFF index applicable to the airport according to 49 CFR Part 139 or forecast to be needed within 5 years.

**For more information please contact Krisjon Tabisola at 907-271-3785.**



**Justification requirements are summarized below:**

**1. Good Title** - If the Sponsor has current title to the airport, the title may be included by reference in the Project Application (with date and title), otherwise a Certificate of Title will be required.

**2. Current Exhibit "A" Property Map.**

**3. Current Airport Layout Plan (ALP).**

**4. Existing Equipment and Building information.**

- ✓ Existing number of SRE or ARFF vehicles.
- ✓ When and how acquired.
- ✓ Age of vehicles.
- ✓ Type of vehicles: grader/plow/loader/ARFF truck/etc.
- ✓ Size and number of equipment bays in SRE or ARFF building.
- ✓ Annual Snowfall (for SRE)

**5. Airport Information:**

- ✓ For ARFF Equipment, the current and 5 year ARFF index is needed.
- ✓ For SRE, the square yards of the airport surface area to be cleared as well as the average annual snowfall, needs to be indicated.

### **ADDITIONAL INFORMATION**

To look up more information, including referenced Advisory Circulars (AC's) applicable to Equipment Grants, please see our website and the Alaskan Region Airport Sponsors Guide, at: <http://www.alaska.faa.gov/airports/>.



## COMMON SENSE APPROACH TO REDUCE RUNWAY INCURSIONS

**Article Submitted by: David Wahto**

The chance of being involved in a runway incursion can be greatly reduced by improving communications skills, increasing knowledge of airport taxiways/runways and following cockpit procedures.

Effective communication for pilots and ground vehicle operators is key to safe surface operations. A clear understanding of instructions should never be compromised, especially during times of peak capacity.

- ◆ Listen before you transmit, monitor radio communications and establish a "mental picture" of airport activity.
- ◆ Think before keying your transmit, keep communications clear and concise. Use standard radio phraseology
- ◆ Never assume. Ensure you understand all instructions.
- ◆ Read back "hold short" instructions verbatim.

### **Be Familiar with the Airport, Stay Alert, Especially in Low Visibility**

- ◆ It sounds simple...know where you are and where you are going. In reality, ground operations can be the most demanding and complex phase for both airplanes and vehicles.
- ◆ Extra vigilance is required when visibility decreases and situational awareness becomes more difficult for both pilots

and vehicle operators. Cockpit and vehicle workload/distractions increase, fatigue levels increase, communication is more challenging. During snow removal operations markings are often obscured and disorientation much more likely.

- ◆ Report confusing or deteriorating surface markings and signs, inoperative airport lighting, and inaccurate airport diagrams to the tower or airport manager.
- ◆ Finally, reducing incursions will have to be a team effort of education, re-current training and awareness. Our pedestrian safety rules of stop, look, and listen may be helpful in our efforts to prevent runway surface incidents and incursions. Common sense needs to be more common.

***For additional information, please  
contact Dave Wahto at 907-271-3815.***

## Closeouts

**Article Submitted by: Janet Victory**

The Fiscal Year 2000 closeout program brought a challenge to the Alaskan Region Airports Division as well as our sponsors in closing 90% of all grants four-years and older. We were able to exceed our national goal with the support of our staff and sponsors.

We completed 118 closeouts for projects 1996 and older plus an additional 18 projects 1997 and sooner. We recovered over \$4 million dollars in funds, which assisted in meeting upward adjustments totaling \$7.4 million dollars



(applied to 36 projects).

We appreciate the support we have received from our sponsors and ask for your continuing support to achieve our annual project closeout objectives.

The FAA Alaskan Region closeout requirements are outlined in our Airport Sponsor's Guide in Chapter 5 and Appendix 5-A. The Airport Sponsor's Guide can be found on our website at <http://www.alaska.faa.gov/airports/>

***For more information on closeouts, please contact Janet Victory at (907) 271-5202.***

**Revisit the Programming  
& Grant Requirement Process**

***Article Submitted by: James Perham***

Sponsors are now well on their way in developing their FY-2001 AIP projects. We recommend that before you get too far into this process that it would be beneficial to revisit our program and grant requirements. These requirements are spelled out in the Alaskan Region Airport Sponsor's Guide printed in October 1999. Should you not have the Sponsor's Guide it can be found on our website at <http://www.alaska.faa.gov/airports/>. The major project actions, in relative chronological order can be found in appendix 4-A, page 4-A-1 of the Sponsor's Guide. We have identified below some areas, which have caused problems in the past and require particular attention during the design and construction phases of a project.

✓ **DESIGN:**

1. **Airport Layout Plans (ALPs):** An airport sponsor is required to maintain a current ALP, and for project grant purposes the work must be shown on the approved ALP. Refer to section 2.9 of the Sponsor's Guide for a more detailed requirement discussion.
2. **Land Issues:** All land title issues must be resolved and "Good Title" held, supported by a title opinion with an Exhibit "A" Property Map on file, prior to issuance of a grant.
3. **Environmental:** Prior to a project being programmed by FAA, all environmental issues must be resolved and an appropriate environmental determination approved by FAA. This includes all required permits.
4. **Disadvantaged Business Enterprise (DBE) Program:** Prior to issuance of a grant for more than \$250,000 (Federal Share) an approved DBE program is required. Sponsor DBE goals for each project should be identified as the project develops. Refer to section 2.11.3 on page 2-15 of the Sponsor's Guide for DBE requirements and guidance.
5. **Design/Construction Engineering Services:** The detailed scope of services for force account work can be found in appendix 2-C of the Sponsor's Guide. Although this appendix is directed toward force account it also applicable for defining the scope of services for professional engineering agreements. Note that the Design Report is a part of the scope of services and that those services should also include the effort to complete a Revised



(As-Built) ALP & Airport Master Record (FAA Form 5010). A justification is also required when sponsor force account work is contemplated.

6. **Design Report/Safety Plan:** These are both required documents. Construction Safety Plans should be submitted separately for review in order to be coordinated prior to incorporation into the specifications. The Design Report answers the questions of where, what and why particular design decisions were made. It should be submitted for FAA review at the 60% design review stage. Reference chapter 4 of the Sponsor's Guide on Project Implementation as well as Appendix 4-F (Outline for Design Report) and Appendix 4-G (Safety Plan Guidance). The Design Report requirement is also set forth in FAA Order 5100.38A, paragraph 905.b. (Sponsor's Engineer's Report).

7. **Sign Plan:** Work impacting runway and taxiway guidance signs on certificated airports will require an updated sign plan. Refer to chapter 4 and chapter 6 of the Sponsor's Guide for sign plan guidance.

✓ **CONSTRUCTION:**

1. **Construction Engineering Services:** If construction engineering force account is anticipated then it must be justified and approved by FAA. This is not unlike item 5 above with a scope of services requirement and justification if force account is anticipated.

2. **Construction Management Plan:** A

construction management plan (CMP) is required when the value of the structural section (embankment through paving) work exceeds \$250,000.00. The CMP outline can be found in appendix 4-H of the Sponsor's Guide. The CMP must be submitted for FAA approval no later than 10 days before construction start.

3. **Construction Force Account:** If construction force account is anticipated then it must be justified and approved by FAA.

***Please contact your FAA Project Manager at 271-5438 if you have questions.***

## Force Account Construction

***Article Submitted by: Pat Oien***

Two local sponsors in the Alaskan Region are performing force account construction on their airports to maximize local employment in their communities. The Village of Quinhagak is constructing a new airport and the Native Village of Venetie Tribal Government is completing a partial force account project at the Arctic Village airport. Although the preferred method for accomplishing airport construction work is through a competitive contract, the FAA will approve force account construction on a case-by-case basis. A sponsor interested in force account construction needs to provide written justification to the FAA.

**The justification should include the**



**following:**

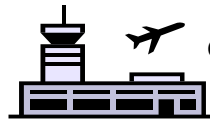
- Justification for doing the work by force account rather than by contract;
- Estimate of costs with detail as to wage rates, nonsalary expenses, and indirect costs;
- Comparison of cost between the sponsor's force account construction and contract construction;
- Information on sponsor's resources (labor, material, equipment and financing) and workload as they affect capacity to do the work. Information should include a list of equipment owned by the sponsor, condition and location of equipment ;
- Date by which the work will be complete, or dates within which the work will take place;
- Adequate plans and specifications showing the nature and extent of the work to be performed using force account;
- Justification that the benefits of using force account overrides the Federal
- Policy of competitive bidding.

Available skilled labor, equipment and financing play a key role in determining the likelihood of a successful force account project. Chapter 12 of the Airport Improvement Program (AIP) Handbook provides additional guidance on force account.

***For more information please contact Pat Oien at 907-271-5445.***

## ENPLANEMENTS

***Article Submitted by: Barbara Johnson***



The Alaskan Region enplanement data is used nationally and regionally to prioritize projects and it then directly translates to funding for airport development. It also is used in formula distribution of funds for AIP entitlement dollars. For example, in fiscal year 2000, an airport enplaning over 10,000 passengers annually receives \$1 million dollars under the current legislation and appropriation.

Enplanement reporting is a voluntary program by carriers and Part 135 operators. In August of 2000 approximately 12% of the Part 135 operators in Alaska reported enplanements. The Alaska Region Airports Division and the State of Alaska DOTPF sent letters to many of the carriers that did not report initially. As a result of this one-week letter campaign to receive data, the enplanement reporting doubled. Still, 75% of our Part 135 operators are not reporting enplanements, that impacts our ability to capture needed development dollars.

The Regional Airports Plan includes data on the airports that have recently shifted categories from commercial service to general aviation based on reported enplanements. This shows the dynamic nature of enplanement reporting more than it shows the dynamic nature of shifting use. However, by identifying where the flux occurs, we can target the operators to these airports and solicit better reporting. We regionally are also exploring options for tracking and reporting enplanements through improved automation.



Our region has over 40% of all of the commercial service airports in the nation, and that is based on the receipt of reports from only 25% of our Part 135 operators. Improved enplanement reporting will increase our opportunities for airport development. Please pass the word!

**If you have any questions or want to submit newsletter article contact Annie Aquino-Bernaldo, AAL-602, at (907) 271-5439**

**INTERNET: [Annie.Aquino-Bernaldo@faa.gov](mailto:Annie.Aquino-Bernaldo@faa.gov)**

**FEDERAL AVIATION  
ADMINISTRATION  
AIRPORTS DIVISION, AAL-600  
222 W. 7<sup>TH</sup> AVE #14  
ANCHORAGE, AK 99513**

**TO:**



**TO:**

The Mission of the Alaska Airports Division is to:

- Provide our customers with guidance and leadership in the planning, development, and operation of the airport system in Alaska.
- Enable air transportation services to be delivered in a safe and efficient manner, incorporating community and environment needs.